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REFERENCE

COAST GUARD

BULLETIN



ISSUED MONTHLY

Volume 2

WASHINGTON, JANUARY, 1945¹

Number 31

SEASON'S GREETINGS

YOU MEN AND WOMEN OF THE COAST GUARD MAY WELL BE PROUD OF THE SPLENDID RECORD YOU HAVE ACHIEVED DURING THE PAST YEAR. HISTORY WILL LONG REMEMBER NORMANDY, THE MARSHALLS, SAIPAN, THE PHILIPPINES, AND OTHER INVASIONS IN WHICH, DIRECTLY OR INDIRECTLY, YOU HAVE ALL PARTICIPATED. I PERSONALLY WISH TO EXPRESS MY APPRECIATION FOR YOUR UNFAILING EFFORTS AND EXTEND TO EACH OF YOU THE SEASON'S GREETINGS.

RUSSELL R. WAESCHE,
Commandant, U. S. COAST GUARD.

PROMOTIONS BRING REASSIGNMENTS OF DUTY AT HEADQUARTERS

The following officers of the Coast Guard have been promoted to the ranks indicated, having been sworn in on 25 November 1944; Rear Admiral Robert Donohue, Rear Admiral Joseph F. Farley, Rear Admiral Lyndon Spencer, Commodore Norman B. Hall, Commodore LeRoy Reinburg, Commodore R. T. McElligott, Commodore William J. Keester, Commodore Halert Shephard, and Commodore Frederick P. Dillon. At Headquarters, Rear Admiral Lyndon Spencer has succeeded Rear Admiral Farley as Assistant Chief of Operations; Rear Admiral Farley has become Chief Personnel Officer, succeeding Rear Admiral Donohue,

who now heads the Air-Sea Rescue organization.

Commodore Hall is the Vice Chairman of Merchant Marine Council, Commodore Reinburg is Commandant of the Coast Guard Yard at Curtis Bay, Md., Commodore McElligott is Assistant Chief Personnel Officer, Commodore Keester is Chief Inspector, Commodore Shephard is head of the Merchant Marine Inspection Division, and Commodore Dillon is head of the Aids to Navigation Division.

CHANGES IN MINOR LIGHTS REQUIRES CAUTION IN USE OF CHARTS

Rapid adoption of the recently prescribed standard light characteristics for minor lights throughout the service

¹ Published with the approval of the Director of the Budget.

623895-45

is now requiring caution on the part of mariners in the use of charts. Due to the urgency of special wartime work, the Coast and Geodetic Survey has been unable to make the changes in the designation of the light characteristics as fast as changes are made in the field, this emphasizing the need for careful use of the Light Lists and the Notices to Mariners for most up-to-date information.

The changes which are being made in the characteristics of many of the minor lights are, however, comparatively minor, and in most cases will not be noticed by mariners unless a stopwatch is employed for timing the light. When field alterations have been completed, and all charts brought into line, the changes will be of advantage to mariners, for the number of different light characteristics will be considerably reduced, and differences in lights will be apparent only where such distinctions definitely aid in proper identification.

COMMANDANT ANNOUNCES PLAN FOR PEACETIME VOLUNTARY RESERVE ORGANIZATION

Vice Admiral Waesche, Commandant of the Coast Guard, in his address before a Headquarters' Conference of Temporary Reserve Commanding officers, commented on the excellence of the work which Temporary Reserve units had already performed and the need for the continuance of the high morale among those units whose assignments are of continuing importance in the war program. His remarks centered around the problem of morale building for the remainder of the war, and the "Duration Awards" being planned for those who remain in service until peace has been declared.

An important feature of this conference was a dinner at the Hotel Washington, which was attended by Admiral Jacobs of the Navy, Vice Admiral Waesche, all the Rear Admirals at Coast Guard Headquarters, other high ranking officers stationed here and the Temporary Reserve officers attending the conference.

Excerpts from Vice Admiral Waesche's speech follow:

"In welcoming you to this Headquarters' Conference I want to express to you the gratitude and appreciation which I feel toward you and the 48,000 volunteer Temporary Reservists whom you represent. You and they have done a job in this war which has been a distinct help in the winning of the war and which has reflected credit upon your patriotism, ability, and spirit.

"In behalf of the Coast Guard I say thank you, and I am sure when this war is over and the history of it is written the American people will also thank you and praise you.

"There are certain questions and problems that confront you as Commanding Officers of our volunteer Temporary Reservists on which you need the answers and the help of Headquarters. I am aware of these questions and problems and desire to help answer the questions and help solve the problems while you are at the Headquarters' Conference, in order that you may return to your duties fully equipped to continue to perform the duties which have been entrusted to you.

"One of the serious questions facing you has to do with the spirit of complacency that has crept into the minds of the American people in recent months because of the splendid victories which have been achieved by the Allied Armed Forces on all fronts. Too many people in all parts of the Nation have jumped to the erroneous conclusion that the war is practically won and therefore the people in America can shift out of high gear and begin to resume their normal peacetime way of life. On every hand and every day we have evidence of this and I know that you men are up against this problem as it affects absenteeism, disenrollment, and new recruiting of volunteer Temporary Reservists.

"This is a general problem far bigger than a Coast Guard problem, and therefore, Coast Guard Headquarters' officers can't give you the complete answer or the complete solution to this problem.

"However, we can help by giving you some new "morale builders" and I am going to mention two or three such aids that we are prepared to give you.

"First, I want to announce to you that it is Coast Guard policy to request that a bill be enacted by Congress which will create a Volunteer Reserve after this war is over. The Volunteer Reserve is part of our proposed legislation for the postwar program for the Coast Guard. It is Coast Guard policy that all volunteer Temporary Reservists during this present war who are still enrolled in good standing when this war is over shall be reenrolled, if they so desire, in the Volunteer Reserve with the same rank or rating held by them as Temporary Reservists at the end of the war. They will be put on unassigned status during peacetime and will enjoy a permanent relationship to the Coast Guard as Volunteer Reservists, similar to the status of Reserve officers in peacetime of the Navy and Coast Guard.

"It is our belief and hope at Headquarters that this announcement will be

of aid to you in your endeavors to make clear to the men and women under your command the appreciation which the Coast Guard has for Temporary Reservists and will, therefore, increase their desire to continue to render faithful and devoted service to the Coast Guard in the war effort.

"If the Volunteer Reserve is authorized by Congress, it is not planned to call Volunteer Reservists into active duty during peace time but it is desired that this Volunteer Reserve shall be provided by law to continue and perpetuate the sentimental relationship of the volunteers with the Coast Guard in peacetime, and to retain them as Volunteer Reserve officers and men and women in unassigned status so that the Coast Guard may be able to call upon them in case of any emergency.

"Another aid to morale designed to assist you in maintaining the active service of Temporary Reservists during the remaining period of this war is the creation of a "Duration Award" for volunteer Temporary Reservists who remain faithful in their service up to victory.

"I am asking Captain Marts to work with the Headquarters' Board on Awards in working out the details of this new "Duration Award." I would like to have it set up so that when the war is over a ribbon, to be worn on civilian clothes, and a Commandant's citation shall be given each volunteer Temporary Reservist who performed at least 600 hours of active duty and who was still in there when the final gong sounded."

GEOGRAPHIC SOCIETY COMPILES BOOK ON INSIGNIA OF ARMED FORCES

"Insignia and Decorations of the United States Armed Forces" is the title of a book just being published by the National Geographic Society, which will be ready for distribution January 22. This volume, containing 208 pages, 159 reproductions of photographs in black and white, and 2,476 reproductions in color covers the insignia and decorations of the Coast Guard in a very complete and authentic manner. The book has been prepared by the National Geographic Society, and will be mailed to any address within the United States or any Army or Navy post office at a cost of \$1 per copy, upon application to the National Geographic Society, Washington, D. C.

USE OF AMBER LIGHT TO BE REQUIRED BY INLAND PILOT RULES IS POSTPONED

The new requirement of the Pilot Rules, calling for the use of an amber signal light to flash simultaneously with the sounding of the ship's whistle, is not to become effective until further notice. Section 312.16, of the Pilot Rules for Inland Waters, as amended by 9 Federal Register, 1535, is further amended by the addition of the following paragraph:

"Provided, That the effective date of this regulation on that portion of the inland waters known as the Gulf Intracoastal Waterway, extending from Corpus Christi, Tex., on the West to Carrabelle, Fla., on the East is postponed until further notice."

Vessels operating in the Gulf Intracoastal Waterway come at times under the provisions of the Inland Rules and at other times under the provisions of the Rules for Western Rivers. They are not required to carry these amber lights, as prescribed by the Western River Rules, by a special exemption stated in those rules. Neither is the carrying of the amber light required of motorboats under 65 feet in length operated for pleasure.

SUPPLEMENT NUMBER 4 TO PORT SECURITY MANUAL JUST ISSUED

Appendices to the Captain of the Port Manual issued by the Coast Guard between 22 May and 21 September 1944 have just been published in the form of a supplement under the title "Captain of the Port Manual, Supplement No. 4," October 1944. The supplement includes a table of contents of directives KKK through ZZZ, and AAAA through TTTT, and reprints in full appendices MMMM through TTTT.

The appendices reprinted cover the following subjects: Canadian Ships, Security Inspection of Petroleum Water-Front Facilities, Use of Merchant Marine Hearing Units for Enforcing Port Security Regulations, Safety of Ammunition Handling and Stowage, Safety of Ammunition Handling, Discontinuance of Issuance of Captain of the Port Identification Cards, and Waiver of Personal Identification Requirements.

NEW EDITION OF PAMPHLET BUOYS IN WATERS OF THE U. S. IS ISSUED

A revised edition of the pamphlet "Buoys in Waters of the United States" has just been published and made avail-

able for distribution without charge. Copies may be obtained on written request to the Commandant, United States Coast Guard, Washington 25, D. C.

The pamphlet is a description of the system of buoyage maintained by the United States Coast Guard, detailing the purpose of buoys and the significance of their coloring, numbering, and shapes, as well as the meaning of their lights, bells, and whistle. Included is a color plate illustrating the buoyage system. The pamphlet has been prepared primarily for instruction work and is intended for the use of those who are beginners in the study of navigation.

REVISION OF PASSENGER VESSEL REGULATIONS HAS JUST BEEN ISSUED

A new edition of the publication "Construction or Material Alteration of Passenger Vessels of the United States of 100 Gross Tons and Over Propelled by Machinery," has just been published, under date of December, 1944. This edition replenishes an exhausted supply. There are no new amendments to the regulations incorporated in this publication. Only those amendments to the regulations which have been previously published in the Federal Register have been added to the 1940 edition to bring it up to date.

NEW EDITION OF THE WARTIME MERCHANT SHIPPING REGULATIONS IS ISSUED

A revised edition of "Subchapter O—Regulations Applicable to Certain Vessels and Shipping During Emergency" has just been issued by the Coast Guard, and is ready for distribution.

The regulations contained in this publication are necessary wartime regulations which are supplemental or additional to the peacetime regulations. This publication supersedes the "Regulations Applicable to Certain Vessels and Shipping During Emergency," dated December 1943, and includes all the amendments published in the Federal Register through December 14, 1944. The regulations in this pamphlet are numbered and paragraphed in the same style as set forth in Subchapter O of Chapter I, Title 45 (Shipping), Code of Federal Regulations (Cumulative Supplement, Title 46).

TEMPORARY RESERVE UNITS OF THIRD NAVAL DISTRICT REVIEWED BY COMMANDANT

Over 1,200 members of the Coast Guard Temporary Reserve represent-

ing units from all parts of the Third Naval District having a total enrollment of about 3,500 men and women, were reviewed in New York on 17 December, by Vice Admiral Waesche, Commandant; Rear Admiral Parker, District Coast Guard Officer of the Third Naval District; and four other Coast Guard rear admirals. The review was held at the Second Regiment Armory, One Hundred and sixty-eighth Street and Fort Washington Avenue, Manhattan, and was followed by a dinner at the Hotel Astor. Also included among the reviewing officers were Rear Admiral Covell, Rear Admiral Gorman, Rear Admiral Donohue, Rear Admiral Farwell, Captain Jack, Captain Jones, and Captain Marts.

The units represented the ninety-five Third Naval District Coast Guard Auxiliary Flotillas based along the Atlantic coast from New London to Barnegat, up the Connecticut River to Hartford, and as far north on the Hudson and Mohawk Rivers as Troy and Schenectady. Most of the men are now performing shore-based tasks, relieving regular Coast Guardsmen for combat duty, but earlier in the war the Auxiliaries were the "minute men" who manned their own yachts and small boats in inshore picket patrols, when the Coast Guard was forced to use its regular boats on offshore submarine defense.

Among the matters mentioned by Vice Admiral Waesche in his remarks to the officers of these Temporary Reserve units were the plans of the Coast Guard for the Coast Guard Auxiliary after the present war, and also the importance of the Temporary Reserve work yet to be done before the end of hostilities. The following is quoted from the Commandant's speech:

"I have a special word now to say to Auxiliaries in regard to our post war plans. It is my desire that when peace comes the Auxiliary as a peacetime organization shall increase in numbers and strength and service to the Coast Guard. We have already anticipated our post war legislation as far as the Auxiliary is concerned and Congress has enacted Public Law No. 451. This law enlarges active membership in the Auxiliary by including owners or part owners of aircraft and radio stations as well as owners or part owners of motor boats and yachts. This law will also give the Coast Guard authority to utilize under certain conditions boats, aircraft, radio stations, as well as the services of Auxiliary members in their performance of assigned specific duties. With the authorization given to us under the new law the Auxiliary will

have several incentives to grow after the war and to take over specific peace-time duties for the Coast Guard which could not be assigned to it prior to the enactment of this law.

"We are now in the midst of putting some of the units of Temporary Reservists in the smaller ports in the East, South, and Midwest on unassigned status and in each such instance I have directed that a public ceremony be held at which proper Coast Guard Officers will publicly express the thanks of the Commandant and the Coast Guard to the Volunteer Temporary Reservists and will award them the Coast Guard Shield of Honor with the appropriate inscription. I trust that in this way the appreciation of the Coast Guard will be made known to these men and women who have been giving their services so ably and so freely to the nation in this war.

"Do not draw any erroneous conclusions from our action in decreasing port security activities in certain of these smaller ports. We are not decreasing port security activities in the important war shipping ports, neither are we decreasing the need for Temporary Reservists in these large war shipping ports which you officers represent here today. The war use of these ports is as great or greater today than it has even been. You men who are down there on the water front and are able to see the ships go in and out know that as well as I can tell you. This activity will continue for many, many months, regardless of this or that turn of the war, and we would delude ourselves and weaken the war effort if we were to lessen our effort in the belief that because we no longer need a Beach Patrol in a lonely spot that we also no longer need volunteer Temporary Reservists down on the piers and docks where munitions are being shipped to our fighting men overseas. As a matter of fact, we are going to need more and more Temporary Reservists in the port security duties in many of our large ports because we are going to need more and more of our young full-time men out at sea and on foreign duty."

U. S. RADIOBEACONS OPERATED CONTINUOUSLY AS A WAR MEASURE

Wartime operations of certain United States radiobeacons on a continuous schedule in both clear weather as well as fog is providing a means of determining the value of such beacons for the guidance of aircraft and thus accumulating experience which will be of value

in the future development and operation of the system of marine radio-beacons for maximum utility. Upon the Pacific coast all United States radio-beacons north of Seattle have been operating on a continuous schedule since 1941, in order that aircraft might benefit from what are essentially marine signals. Recently five stations on the Atlantic coast have also been placed upon a continuous schedule of operation.

Under the new continuous schedule all radiobeacons involved, which operate in groups of three, broadcast for 1 minute out of each 3 minutes, night and day, regardless of weather conditions. The special short and long dashes transmitted for distance finding purposes from certain stations where the station fog signal and the radiobeacon are synchronized and formerly sounded only at times when the sound signal is also in operation, are now transmitted regardless of the sounding of the sound-in-air signal.

The effect of the new operating schedule has been to simplify the use of the radiobeacons, bearings on stations being obtainable at all times without the necessity of waits which might reach 20 minutes in length. Offsetting this is increased interference between different groups of stations, completely avoided only by the use of direction finder receiving sets having great selectivity. Continuous operation also adds to the operating cost and introduces certain additional servicing difficulties, all of which will necessarily be measured against the demonstrated advantages in any permanent adoption of the practice.

DECLARATION OF NAVIGABILITY OF NORTH FORK RESERVOIR BEING CONSIDERED

The War Department, in response to the requests of local interests, is just now considering the recreational and boating potentialities of the North Fork Reservoir, a construction project of the Army Engineers on the North Fork River. This river, formerly unnavigable, can now be navigated for a considerable distance in two states because of the pool created by the dam built in Arkansas. The Coast Guard's interest in the matter lies in the fact that a declaration of navigability on the part of the War Department would involve the enforcement of the motorboat act and other acts applicable to such other vessels which might operate in the reservoir.

NAVIGATIONAL AID FACILITIES ON THE MISSISSIPPI RIVER SYSTEM BEING INCREASED

Substantial improvements have been made in the methods of establishing and servicing the aids to navigation upon the Mississippi River system, since this work was taken over by the Coast Guard in 1939. Chief factor in these improvements, making possible many other important changes, has been the development of a modern system of river and highway transportation to accomplish the ends in view.

The Coast Guard now has in service on western rivers 13 small tender class cutters and 7 buoy boats specially designed for handling the types of navigational aids employed in these waters. These vessels are very much more efficient than those previously used in this work, being smaller, having greater maneuverability, and attaining a higher rate of speed. The greater number of vessels available has increased the frequency with which the aids can be serviced, resulting in prompt reestablishment of lights and buoys as river channel shift.

Highway transportation is being utilized more and more, as well-paved roads now parallel long stretches of river, much of the servicing work being of a nature where the required materials are not bulky. Jeeps with trailers carrying skiffs are used in this connection and have greatly increased the efficiency of maintenance of aids to navigation work.

In order that mariners may be provided with the most efficient system of navigational aids, the Coast Guard and the U. S. Army Engineers have entered into a working agreement, the terms of which form the working basis of activities upon the western rivers, and which avoid overlapping of the work of the two services. Under this agreement the Coast Guard, when conditions warrant, calls upon the Army Engineers for assistance in the placing and maintenance of aids in certain localities.

This aid is rendered in the areas where the channels are unstable, particularly in the Missouri River and the Mississippi River below Cairo where there are caving banks and much maintenance dredging is in progress and the shifting of buoys and shore lights requires immediate attention.

There have also been substantial improvements in the buoys used on the

Mississippi River system since the Coast Guard assumed responsibility. Of several types of lightweight buoys, looked upon as special Mississippi River types, three have been selected as most effective, and have been included in the Coast Guard standard types for use in any part of the country where conditions are appropriate. These buoys are much heavier in construction than most Mississippi River types of the past, and far better able to withstand rough usage.

Because of the ever shifting channels in certain sections of the river, the Coast Guard, through a special group of its officers with long familiarity with these rivers, maintains a close contact with river interests and with the U. S. Army Engineers, thus being able to move existing aids and to establish new aids as rapidly as may be necessary.

The new working agreement which has recently been concluded between the Coast Guard and the Army Engineers, in addition to fulfilling the function indicated by its name, shows the extent to which the Coast Guard is now equipped to service the aids to navigation.

On the Ohio, Allegheny, Monongahela, and Kanawha Rivers and their tributaries, all lighted and unlighted aids are now maintained by the Coast Guard. Minor depots, established at Point Pleasant, W. Va., and Sewickley, Pa., serve as bases from which operations in connection with the maintenance of aids to navigation in those sections of the river are carried out. Similar minor depots are being established in the vicinity of Owensboro and Paducah, Ky., to facilitate operations in those areas. The Coast Guard soon will be equipped with necessary facilities to care for all aids to navigation throughout this entire area.

For the establishment and servicing of aids to navigation upon the Tennessee and Cumberland Rivers, the Coast Guard maintains small servicing bases at Sheffield, Ala., and Chattanooga, Tenn., and a new base near Kentucky dam. These facilities and the boats which are operated from them provide for the placing of all lighted and unlighted aids, including shore lights and daymarks.

All lighted and unlighted aids to navigation marking the upper Mississippi River from Cairo to Minneapolis including Minnesota and St. Croix River and the Hennepin Canal are now maintained by the Coast Guard except as it is necessary at times to request as-

sistance in the establishment and maintenance of buoyage in that portion of the Mississippi River between Cairo and St. Louis. The U. S. Engineers' vessel, *Penniman*, has rendered such assistance at times on Coast Guard request and on a reimbursement basis.

All lighted and unlighted aids to navigation marking the channels of the Illinois River, are maintained by the Coast Guard. The service is provided with all necessary facilities for maintaining these aids and is now constructing an additional minor depot near Peoria, Ill., to serve as a base of operation for both aids to navigation and ice-breaking work.

All aids to navigation on shore required to mark the channels of the Missouri River from its mouth to Sioux City, Iowa, have been established and are being maintained by the U. S. Coast Guard. Floating aids to navigation in this river are maintained for the Coast Guard by the Army Engineers under an arrangement entered into in 1941. This arrangement has resulted in the payment to the U. S. Engineers of a specified sum to cover the cost of placing floating aids when navigation opens and for removing them at the close of the season. The expense of all changes in floating aids made during the season to adapt the buoyage to changing channel conditions is borne by the U. S. Engi-

neers. The buoys are provided by the Coast Guard.

All shore lights, daymarks, etc., now marking the channels of the lower Mississippi River from Cairo to Baton Rouge are established and maintained by the Coast Guard. The Army Engineers establish and maintain all floating aids to navigation within the area, the Coast Guard furnishes such floating aids. Arrangements between the Services are such that when need arises for changes in locations of shore lights and Coast Guard plant is not available in the area, the Army Engineers make the changes. The Coast Guard is at present equipped only for the care of shore lights, and maintains a minor depot at Memphis as a base of operations, but contemplates a similar establishment in the vicinity of Vicksburg.

In all areas the Coast Guard utilizes the facilities of the Army Engineers for vessel repairs, and maintenance, and emergency work of establishing, changing, or servicing aids to navigation which they are equipped to do to advantage. This work is carried out for the Coast Guard on a reimbursement basis.

The following vessels are now operated by the Coast Guard in the maintenance of navigational aids upon western rivers.

Mississippi River Tenders and Buoy Boats

Name of vessel	Miles of territory	Operating territory
Oleander	241	Illinois River, Chicago to Mile 80.
Goldenrod	446	Upper Missouri River, Sioux City to Boonville.
Poplar	276	Lower Missouri River, Boonville to mouth; Illinois River to Mile 80.
Forsythia	426	Allegheny and Monongahela and Ohio Rivers to Dam 22.
Greenbrier	443	Ohio River, Dam 22 to Dam 44, also Kanawha River.
Sumac	641	Ohio River Dam 44 to Cairo, Cumberland and Tennessee Rivers to Kentucky Dam.
Cottonwood	650	Tennessee River above Kentucky Dam.
Sycamore	310	Upper Mississippi River, Minneapolis to Dubuque; St. Croix and Minneapolis River.
Fern	291	Mississippi River, Dubuque to Keokuk; also Hennepin Canal.
Azalea	161	Mississippi River, Keokuk to Alton.
Lantana	203	Mississippi River, Alton to Cairo.
Dogwood	400	Lower Mississippi River, Cairo to Mile 400.
Wakerobin	438	Lower Mississippi River, Mile 400 to Baton Rouge.

Buoy Boats

Name of vessel	Location
CG 40317 D	Sheffield, Ala.
CG 52004 D	Point Pleasant, W. Va.
CG 52005 D	Sheffield, Ala.
CG 52007 D	Nashville, Tenn.
A vessel	Chattanooga, Tenn.
A vessel	Chattanooga, Tenn.
A vessel	Paris, Tenn.



